



Baptist Church of Torrance
 J. Whitfield Green, pastor.
 Morning sermon, "The Cross of
 Evening sermon, "The Rich
 in God."
 Green is preaching some very
 strong sermons that apply to
 and this wicked old world. If
 not attending any church you
 are invited to come and
 with us. If you are a
 in town, and lone some, you
 are invited to come and
 hearty greeting and feel at
 school, 9:15 a. m. There

will be a Rally Day November 4,
 when there will be something special.
 Morning service, 11 o'clock.
 Young People, 6:45. The attend-
 ance at this class is very gratifying.
 Evening song service, 7:30. Good
 old-fashioned evangelistic songs sung
 with fervor.
 Prayer meeting Wednesday evening.

Methodist Church

Dr. Morris will speak on "The
 Flaming Cross" next Sunday evening
 at the Methodist church. A program
 of old-time hymns and patriotic songs

will be led by the choir. The public
 is cordially invited.

The new church is completed after
 a little less than six months since
 ground was broken. Mr. J. Harley
 Tuttle, superintendent of construction,
 has been faithful on the job, and
 with him a force of from two to a
 half dozen men. The work is of a
 very substantial sort, and entirely
 satisfactory to the board. Not one
 unpleasant circumstance has hap-
 pened all the way through. Back of
 the work has been a loyal and de-
 voted band of people. The church is
 also greatly indebted to its friends,
 especially the business men of Tor-
 ranee, who helped so generously, and
 have been so kind in their attitude
 toward the enterprise.

Since the work began the member-
 ship has more than doubled, and
 congregations and Sunday school
 greatly increased. All obligations
 have been met, and the pastor's sal-
 ary generously increased. The pros-

H. V. ADAMS PREACHES

H. V. Adams occupied the pulpit of
 the First M. E. church in San Pedro
 last Sunday morning. The theme of
 his discourse was "The Well Diggers."

FOR MR. WHITE

Mrs. Dorwin White of Andree ave-
 nue gave a dinner Tuesday in honor
 of her husband's birthday. Covers
 were laid for Mr. and Mrs. Farley
 Johnson Jr., Mrs. Farley Johnson,
 Mrs. Marie Wilson of Los Angeles,
 and the honoree and hostess.

Mrs. Thos. Dooley of North Syd-
 ney, N. S., and little daughter Mar-
 garet, accompanied by Mrs. Dooley's
 mother, arrived here Sunday morning
 and are at present residing in Re-
 dondo.

Some interesting social events are
 coming off soon. First among these
 will be a grand opening and reception
 to the public.

Sunday evening service at 7:30.
Central Evangelical Church
 "Is the Bible the Word of God?"
 This is the theme of the sermon next
 Sunday morning. In the evening the
 theme will be evangelistic. Good
 singing at all services.
 A cordial welcome awaits all at the
 Sunday school, which meets at 9:45.
 Come a little early to enjoy the or-
 chestra and singing.
 Junior at 6 p. m., and Christian
 Endeavor at 6:45 p. m.
 Orchestra Tuesday evening. Choir
 Wednesday evening. Prayer meeting
 Thursday evening.
 October Guild meeting Thursday,
 2:30 p. m., at the home of Mrs. C. B.
 Bell, 1544 Marcelina avenue.
 Francis A. Zeller, pastor.

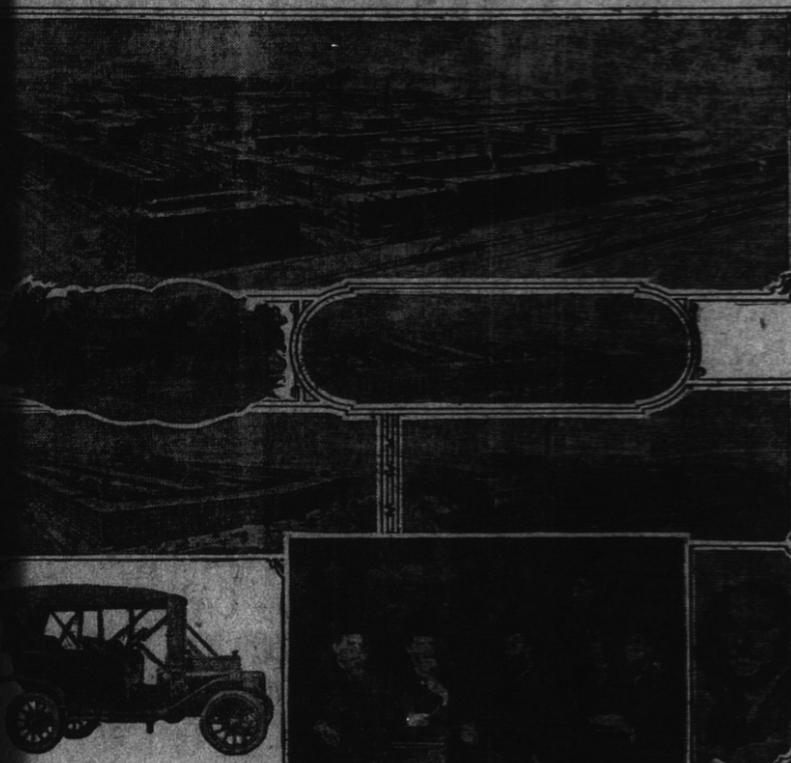
Lomita Community Church

Sunday, Oct. 28.—Morning worship,
 11 o'clock; "What Does Jesus Ask Us
 to Do?" Evening worship, 7:30;
 praise service, hymns of worship
 Sunday school, 9:45 a. m.; L. J.
 Hunter, superintendent. Intermediate
 C. E. Prayer meeting, 6:30 p. m.;
 topic, "How Can We Answer Those
 Who Say That Prohibition Does Not
 Prohibit?" Leader, Bula O'Quinn.
 Junior C. E. prayer meeting, 6:30
 p. m.; Mrs. C. P. Roberts, superin-
 tendent.
 Come and worship with us. E. E.
 Clark.

Church of Christ

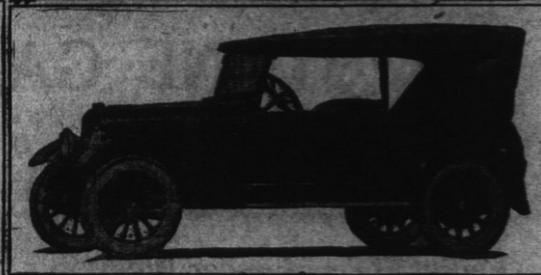
(Christian Church)
 Sunday services.—10 a. m., Bible
 school. Be there and enjoy the hour
 of Bible study and song. A Christian
 education.
 11 a. m., church services.
 7:30 p. m., church services.
 Harold S. Hull, a graduate of Cali-
 fornia Christian college, will occupy
 the pulpit at both the morning and
 evening services.
 A special invitation is given to the
 young folks. Come and worship
 with us.
 Services are held in the American
 Legion hall, Border avenue.

Seventy-First Birthday Anniversary is Celebrated by Studebaker at South Bend



President Erskine Awards Medals to 1870 Employees Who Have Served Corporation From Five To 20 Years and Longer.

This Number 220 Have Been With Studebaker From 20 To 60 Years.



Top picture shows Plants 1 and 2 of the Studebaker Corporation, South Bend, Ind.
 Second row—At the left, is the Studebaker Shop and home, Ashland, Ohio, 1835. At the right are Plants 5 and 16, Detroit.
 Third row—Plants 3 and 4, Detroit and Plant 7, the Canadian Division, Walkerville, Ontario.
 Fourth row—An early model as contrasted with a 1924 model Studebaker Light-Six touring car shown below. The five Studebaker Brothers who pioneered the business. A. R. Erskine, president, the Studebaker Corporation.

THE seventy-first anniversary of the Studebaker Corporation was observed at South Bend, Indiana, with entertainment at Springbrook Park to which the families of 12,000 Studebaker employees in South Bend had been invited.

During the afternoon President A. R. Erskine presented medals to employees for continuous, loyal service to the Corporation for periods of five, ten, fifteen or twenty years. More than 1,100 employees received bronze medals for five or ten years service; 150 were awarded sterling silver medals for 15 years, and 220 had gold medals placed upon them for more than 20 years employment by the House of Studebaker. The last group included those employees who have been with the Corporation from 20 to 60 years. They were given lively applause by their fellow workers as they received the honors.

Service medals for members of Studebaker's Detroit plants will be awarded there shortly.

Henry and Clem Studebaker commenced operations in South Bend in 1852 with two forges and a cash capital of \$68. They built two wagons their first year, one of which was in daily, constant use for 33 years, a record that indicates the ideal of quality upon which the business was founded. Three other Studebaker brothers, John M., Peter E., and Jacob E., joined the firm; the first, John M., adding to the assets \$8,000 which he had earned during the "gold rush" to California.

The company started production of gasoline-propelled automobiles in 1904, and during the next seven years built and sold 2461 passenger cars and trucks, the chassis of which were built by another company.

The management perceived the necessity of embarking into the business on a large scale commensurate with its position in the vehicle industry, and sufficient to employ the facilities of its large plants and sales organization throughout the world.

The fame of Studebaker vehicles spread rapidly. In 1868 the firm name was changed through incorporation, to Studebaker Brothers Manufacturing Company, and a few years later the first branch house was opened at St. Joseph, Mo., to handle the trade of pioneers who were crossing the country in large numbers. The business prospered and expanded accordingly during the following years until Studebaker became the world's largest producer of horse-drawn vehicles.

Moderately-priced automobiles to be built and sold in large quantities were decided upon and Studebaker, in 1910, acquired complete ownership of the business, plants, assets, and trade names of the Everett-Metzger-Flansburg Company of Detroit, which had been manufacturing machines of this character.

Builds "Horseless Vehicle"
 It was inevitable, therefore with the advent of the automobile in the late 90's that the company would become interested in this new method of transportation and its possible bearing upon Studebaker's business future.

Makes Unusual Records
 During this dramatic rise in the automobile industry Studebaker has established many records. Perhaps the most remarkable of these was in 1921, a year of business depression, when Studebaker enjoyed the biggest business in its history, up to 1922. The sales of Studebaker cars were 29 per cent greater than in 1920, notwithstanding that the total number of cars sold of all other makes except Ford was 45 per cent less than in 1920. Sales during 1922 surpassed 1921 by 65 per cent and the record for 1922 was exceeded in the first eight months of 1923.

As early as the spring of 1897 Studebaker built and experimented with a "horseless vehicle", as it was described in the directors' minutes, and bodies were built in 1899 for electric runabouts made by another company. Studebaker actually began building electric runabouts and trucks in 1902 of which twenty were sold in that year, and a total of 1841 were constructed up to 1912, when it abandoned electric machines.

In its 71 years Studebaker, of course, has undergone many changes, yet in one respect it has remained unchanged. The old ideals of quality, value and dependability of product, and integrity have endured down to this day and remain the inspiration of those who control the destinies of Studebaker.

Remarkable Growth
 Although the automobile industry is the largest of the nation, so young that traditions are generally associated with it, Studebaker Corporation is a notable exception. Certainly no company in the industry—and few companies in any industry—are as old in tradition as Studebaker.

Studebaker has been linked, not only with every improvement in transportation, but with American industrial development as well. Since its inception in 1852 as a roads blacksmithing and wagon-building shop, Studebaker has expanded to one of the greatest manufacturing institutions in the world, with \$90,000,000 of actual assets, including \$45,000,000 of plant facilities and a production capacity of 150,000 cars annually. Studebaker has 3,000 branches and is represented in all foreign countries.

ANNOUNCING
G. I. West
 NEW OWNER
 OF THE
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The new proprietor wishes to meet all Chevrolet Owners in this territory and will make an endeavor to call on those who cannot call on him in the near future.

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Roadster	\$ 970 Here	Club Coupe	\$1120 Here
Sport Touring	\$1145 Here	Sedan	\$1495 Here
Greyhound Sport	\$1165 Here	Traveler Sedan	\$1820 Here

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